

The Hongkong Telegraph.

(ESTABLISHED 1842)

NEW SERIES No. 4088

九月廿四日

TUESDAY, OCTOBER 24, 1905.

80 PER ANNUM.
SINGLE COPY, 10 CENTS.

NOTICES

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....	\$10,000,000
RESERVE FUND.....	
STERLING RESERVE.....	\$10,000,000
SILVER RESERVE.....	\$8,000,000
RESERVE LIABILITY OF PROFT. TONS.....	\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman;
A. HAUPT, Esq., Deputy Chairman;
Hon. G. W. Dickson, H. Schubert, Esq.;
E. Goetz, Esq.; E. Shellum, Esq.;
G. H. Medhurst, Esq.; Hon. R. Shawan;
A. J. Raymond, Esq.; N. A. Siebe, Esq.;
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH;
Shanghai—H. E. R. HUNTER;
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED;

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per annum.

For 6 months, 5 per cent. per annum.

For 12 months, 6 per cent. per annum.

J. R. M. SMITH,
Chief Manager,

Hongkong, 19th August, 1905.

[23]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager,

Hongkong, 1st May, 1905.

[23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....\$1,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin; Calcutta; Hankow; Peking; Tientsin; Tsingtau; Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank);

Direction der Disconto-Gesellschaft Deutsche Bank;

S. Bleichröder;

Barliner Handels-Gesellschaft;

Bank für Handel und Industrie;

Robert Warwicker & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne Frankfurt;

Jacob S. H. Stern, a.m.

Norddeutsche Bauk in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager,

Hongkong, 9th September, 1905.

[25]

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Madras, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Shantung, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Makuram, Euro, Shantung, Shantung, Wakamatsu, Karatsu, Nagasaki, Kuchinoera, Sasebo, Mikasa, Nagasaki, Miyakono, Nagasaki, Nagasaki, Otsuji, Sasebo, Tsukaburo, Yashimatsu, Yashima, Yashimatsu, and other Coals.

Telegraphic Address: "MITSUI" (A.B.C. 11/1903).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways; Principal Railway Companies and Industrial Works; Hotels and Restaurants; Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milko, Terawa, Yamano and Ida Coal Mines; and

SOLE AGENTS for Fujinotana, Holoku, Honda, Ichimura, Kanda, Masuda, Manoura,

Yoshida, Otsuji, Sasebo, Tsukaburo, Yashimatsu, Yashima, Yashimatsu, and other Coals.

Hongkong, 1st September, 1905.

WHEN YOU SEND YOUR COAL TO HONGKONG, GET IT FROM

Fresh Australian Butter.

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears your name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 10th September, 1905.

[26]

MUSIC LESSONS.

LESSONS IN VIOLIN, GUITAR, MANDOLIN, and in MUSIC, by a Teacher Underaged.

By Order of the Board.

HONGKONG AND CANTON.

Hongkong, 10th September, 1905.

[27]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1858.

CAPITAL SUBSCRIBED.....\$10,000,000

CAPITAL PAID UP.....\$10,000,000

CAPITAL UNCALLED.....\$10,000,000

RESERVE FUND.....\$10,000,000

Head Office—YOKOHAMA.

Branches and Agents—TOKIO, HONOLULU, NAGASAKI, SHANGHAI, NEWCHWANG, SAN FRANCISCO, MUKDEN, HOMBOURG, PORT ARTHUR, TIENSIN, CHEFOO, DALYAN, TIELING, OSAKA, NEW YORK.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.

PARS BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per cent. per annum.

For 6 months, 5 per cent. per annum.

For 12 months, 6 per cent. per annum.

J. R. M. SMITH,

Chief Manager,

Hongkong, 19th August, 1905.

[28]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI.....	{ BENGAL..... W. W. Cooke, M.R.A. }	About 2nd and 3rd Freight and November	Passage.
LONDON, &c.....	{ COROMANDEL..... G. M. Montford, M.R.A. }	Nov. 4th, Noon	See Special Advertisement.
YOKOHAMA AND SHANGHAI; PALERMO.....	E. G. Andrews.....	About 6th November	Freight only.
MOJI and KOBE.....			

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 24th October, 1905.

[29]

Intimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.

NOW SHOWING

NEWEST AUTUMN NOVELTIES

IN

SILK NECKWEAR.

LINCOLN & BENNETT'S CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF

WALKING STICKS.

LEATHER LEGGINGS.

NEW STYLES AND CLOTHES

IN

RAINFOATS.

EVERY REQUISITE FOR

DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905.

[30]

TURKISH CIGARETTES.



JOHN PETRINO & CO.

No. 71, Queen's Road Central.

[31]

SOLE AGENTS.

CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 27th September, 1905.

[32]

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$40 per Share for the year 1904, equivalent to 40% on the paid-up Capital of \$100 per Share, has been declared.

WARRANTS will be issued on the 20th October, 1905.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	C. V. Lloyd.
"KINSHAN,"	1,995	J. J. Losius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
Departures from Hongkong to Macao on week-days at 3 P.M. Departures on Sunday at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Muhsing, Kumchuk, Kau-Kong, Samshui, Hawlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

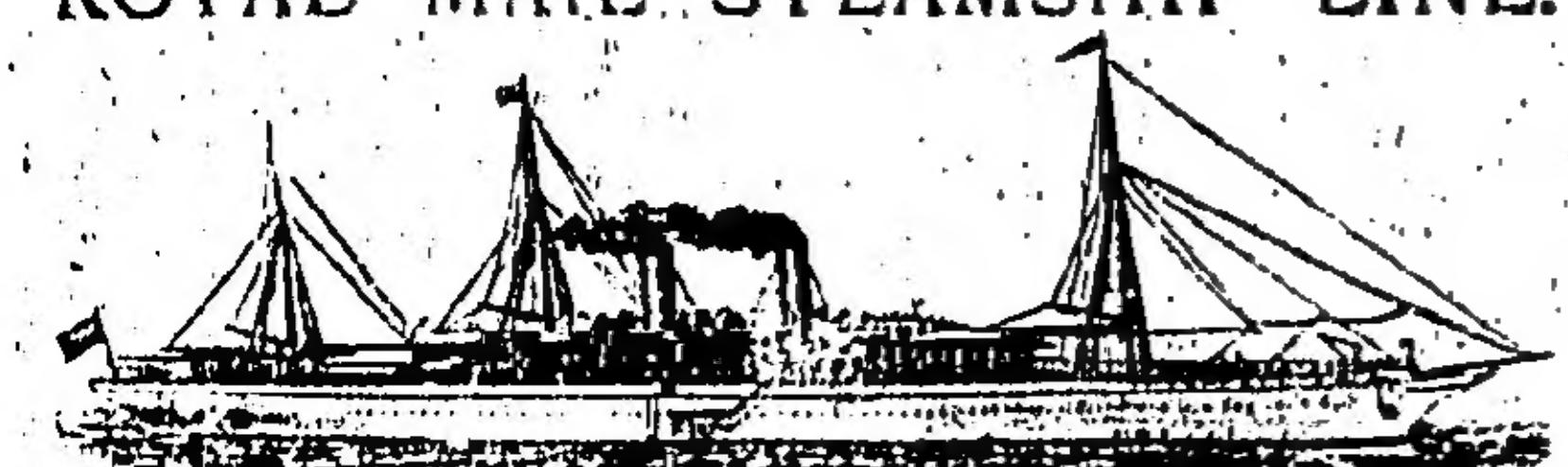
FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAIR ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.....Tons.....Commanders.....Sailing Dates.....

R.M.S. "ATHENIAN".....2,440.....S. Robinson, R.N.R....WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA".....6,000.....E. Beetham, R.N.R....WEDNESDAY, 15th Nov.

"TARTAR".....4,435.....W. Davison, R.N.R....WEDNESDAY, 26th Nov.

"EMPEROR OF JAPAN".....6,000.....H. Pybus, R.N.R....WEDNESDAY, 13th Dec.

"EMPEROR OF CHINA".....6,000.....R. Archibald, R.N.R....WEDNESDAY, 10th Jan.

Hongkong to London, 1st Class.....\$12.50. Via St. Lawrence & Co., Ltd., New York \$62.

Hongkong to London, Intermediate on
Steamers, and 1st Class Rail.....\$40.\$42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,

Hongkong, 18th October, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [to]

HAMBURG-AMERIKA LINIE.

DE ASIATISCHER DIENST.

Taking "Cargo" at Hongkong, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS;

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers.....Destinations.....Sailing Dates.....

BORUSSIA*.....HAVRE and HAMBURG.1st Nov.Freight and
Hahn(Calling at S'Pore, PENANG & COLOMBO.)Passenger.

SEBRIA.....HAVRE and HAMBURG.10th Nov.Freight.

SENEGAMBIA ... HAVRE, BREMEN and HAMBURG.18th Nov.Freight.

Pfeif.(Calling at S'Pore, PENANG & COLOMBO.)

C. FERD. LAEISZ* HAVRE and HAMBURG.29th Nov.Freight.

Meyerdicks(Calling at S'Pore, PENANG & COLOMBO.)

SITHONIAHAVRE and HAMBURG.13th Dec.Freight.

NUBIANEW YORK VIA SUEZ.About

Habelwith liberty to call at the Malabar coast.31st Dec.Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin appointments. Lighted throughout by Electricity.

Only qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 18th October, 1905.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD, CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,000 Recommendations, 15th November, 1905.

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Intimation.

**WM. POWELL,
LIMITED.**

**ALEXANDRA
BUILDINGS**
Des Vaux Road.

**NEW GOODS
NOW ON SHOW.**

**TRIMMED AND
UNTRIMMED
MILLINERY
FLOWERS,
FOLIAGE, AND
RIBBONS.**

**SILK BLOUSES
DELAINE SHIRTS
GOLFERS.**

**LACE COLLARS,
BERTHAS AND
JABOTS.**

**SILK AND LACE
NECKWEAR.**

**Light & Medium-weight
PURE
UNSHRINKABLE
WOOLLEN VESTS**

**DRAWERS,
COMBINATIONS
& SPENCERS.**

**FINE CASHMERE
HOSIERY.**

**SILK & KID BELTS,
Latest Designs.**

**DAINTY FANCY
HANDKERCHIEFS**

**A large assortment of
SMARTLY-CUT
UNDERSKIRTS,
For Morning and Evening wear.**

**English and American
(Black, Bronze & Tan)
BOOTS AND SHOES**

with Button, Lace, Buckle or Strap.

**White Kid, Ivory Satin.
Black-beaded and
Bronze-beaded**

**EVENING
FOOTWEAR.**

Best Quality at Moderate Prices.

WHITE KID GLOVES
Self and Block Points.

**SOFT CHAMOIS
WASHING GLOVES**

**DRESS FABRICS
in endless variety.**

All the sweet Goods on the Market.

INSTRUCTION INVITED

**WM. POWELL,
LIMITED.**

Notices of Firms

NOTICE

I HAVE this Day the UNMED CHARGE of the Company's affairs at this Port.
E. A. HEWETT,
Superintendent,
P. & O. S. N. Co.
Honk Kong, 23rd October, 1905. [1014]

NOTICE

I HEREBY GIVE NOTICE that on the 1st day of October 1905 I admitted into Partnership in the business carried on by me under the style of MACDONALD & CO. Mr. JOHN WILKIE, and the business will henceforth be carried on by myself, and the said JOHN WILKIE under the style of MACDONALD & CO. D. MACDONALD,
Hongkong, 21st October, 1905. [1015]

Auctions.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY AND SATURDAY, the 27th and 28th October, 1905, commencing each day at 2.30 P.M. sharp, at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street.

A LARGE ASSEMBLAGE OF OLD PEKIN CURIOS, Comprising—
OLD CHINA VASES, WALL PLATES and INCENSE BURNERS, CLOISONNE VASES and WALL PLATES, OLD IRONSES, SNUFF BOTTLES, CARVED WOOD ORNAMENTS, TEMPLE PALACE and WALL HANGINGS, SILK EMBROIDERIES, &c., &c., &c.

Catalogues will be issued.
TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 23rd October, 1905. [1016]

PUBLIC AUCTION

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY,

the 27th October, 1905, at 3 P.M., at the Wing Lok Street Wharf,
The River Passenger Steamer

“YING KING.”
For Particulars, apply to the Auctioneers.
TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 18th October, 1905. [1017]

GOVERNMENT NOTIFICATION

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of October, 1905, at 3 P.M., on the actual site, by Order of His Excellency the Governor, of the right to Quarry Stone on Two Lots of CROWN LAND, at Ngau Shui Wan, near Tai Wan Village, New Kowloon, in the New Territory of Hongkong, for a period extending from date of sale up to and including 31st March, 1907.

PARTICULARS OF THE LOT:

No. of Site	No.	Locality	Boundary Measurements	Conveyance in Square Feet.	Annual Rent	Porterage Rent
Tai Wan Quarry	75	West of Tai Wan Village, New Territory	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
Lot No. 1	75	75 310 310 310	75 310 310 310	75 310 310 310	75 310 310 310	75 310 310 310
Lot No. 2	76	700 500 500 500	700 500 500 500	700 500 500 500	700 500 500 500	700 500 500 500

Hongkong, 23rd October, 1905. [1018]

GOVERNMENT NOTIFICATION

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of October, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Lot 1 of CROWN LAND adjoining Rural Building Lot 44 at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, commencing from 22nd June, 1866.

PARTICULARS OF THE LOT:

No. of Site	No.	Locality	Boundary Measurements	Conveyance in Square Feet.	Annual Rent	Porterage Rent
1	1	1	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.	ft. ft. ft. ft.
2	1	1	1	1	1	1
3	1	1	1	1	1	1

Hongkong, 23rd October, 1905. [1019]

BAY VIEW HOUSE

MACAO

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public, and for the benefit of Hongkong Visitors who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Sojourn or pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On BUNDY'S Meats served à la carte from 11 A.M. to 7 P.M.

Only the finest Beards of WINES and LIQUEURS will be kept in stock.

LIGHT REFRIGERMENTS of every description, including ice, may be had at the lowest prices.

After one of the fancy fare at BAY VIEW HOUSE you will be loth to return to Hongkong.

TRANSPORT AND HOTEL SERVICES.

INTIMATIONS.

A. S. WATSON & CO.,
LIMITED.

WINE & SPIRIT
MERCHANTS,

HAVE BEEN APPOINTED AGENTS
FOR MESSRS.

ROBERT PORTER
& CO.,
BUTTLERS OF THE FAMOUS

BULL DOG
BRAND

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

PRICES:

PER CASE

"BULLDOG"	8 dzs. pds. \$25.	Per doz. pds. \$3.25
"BULLDOG"	8 dzs. pds. \$25.	Per doz. pds. \$3.25
Light Ale	4 " 16.518. "	qts. \$4.50
in Cham-	8 " pds. \$24.	pds. \$3.00
pagne Bots.	12 " splits \$27.	splits \$2.40
(specially brewed for this climate)		
"BULLDOG"	8 " pds. \$24.	" pds. \$3.00
Guinness' Stout.....	12 " splits \$28.	splits \$2.40

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.
Hongkong, 23rd September, 1905.

BIRTHS.

On 15th October, at Soochow, the wife of Rev. A. R. KEPPEL; Ningpo, of a son.
On 16th October, at Shanghai, to Mr. and Mrs. J. FROST, a son.
On the 18th October, at Shanghai, the wife of Thos. COCK, of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 24, 1905.

IN AID OF "DISTRESSED
FOREIGNERS."

A correspondent of a Shanghai paper, who has evidently been affected by the appearance of "distressed foreigners" in the northern Settlement, has drawn up a series of suggestions on the subject which are worthy of consideration. The writer has found that few people are inclined to indulge in indiscriminate charity, because they believe that "not a little good money, charitably given, is really wasted." He points out, however, that while the men in dire want in Shanghai are comparatively few, the community as a whole is comparatively well-off. The next point, that "it is almost always impossible to prove the statement of an applicant as to his past history" will be generally admitted. Several cases are cited where the applicant for relief spun a fairy tale as to his condition, and even adhered to it when evidences refuting the child of his imagination were produced. Evidently the writer was not always unfortunate in his bestowment of charity, however, for he says—"I have had a short loan of money returned, with interest at twenty per cent, for the good of the poor-box." That was an instance where one was rescued at the expense of ninety-nine ungenerous. With the view of alleviating the distress of the worthy, and discovering which of the candidates for relief are entitled to a helping hand, the writer propounds several suggestions. He proposes that the Missions to Seamen Society or some other benevolent society should open a depot during the winter, where distressed foreigners might receive coffee-house tickets, and orders for supper, bed and breakfast. The recipients should be required to state their name, nationality, and the date when they arrived in Shanghai. Any applicant for relief who had been reported as disorderly or who refused work should be struck off the register. If the scheme proved satisfactory, the promoters would have data at hand to check the influx of beachcombers into Shanghai. The only argument against it is that the cost would be very heavy, but the writer believes that it would be an improvement on the present system. The success of the scheme would "depend partly on the co-operation of all the other benevolent societies, both in method and finance; partly on the confidence of the public; and perhaps chiefly on the man in charge of the depot." There is, no doubt, much to be said for the idea outlined by the Shanghai writer, but it is doubtful if it would apply to Hongkong. In the first place, the "distressed foreigner"—as he is euphemistically termed—is seldom entitled to sympathy, and in those cases where he is honestly on his beam-end through a combination of misfortune and bad luck he usually finds his way cleared for him. It is evident that the writer refers particularly to seamen when he speaks of "distressed foreigners," but they are comparatively well off compared with the individual who is stranded, and has no trade or occupation to fall back upon. People in the East have been so long tormented by the beachcomber element that where they have not grown absolutely callous to the appeals for help, they have become chary of dispensing casual relief. The story of the beachcomber who upon being advised by a local resident to go to the House of Detention calmly inquired what was the cost of a "chair" up the hill, is a case in point. At the same time foreigners cannot be allowed to wander about the streets starving, and if the scheme suggested by the Shanghai writer is taken up, Hongkong will watch with interest the progress and results of the movement.

JAPAN'S ENTERPRISE.

Now that the war is at an end, the merchants of Japan are turning their attention to the conquest of the commercial fields in the Far East. In order to secure a footing in the new markets which are daily being opened up, it is recognised as the first essential that Japan's merchant must be equal to the burden of conveying Japanese products to the markets. The *Nichi-Nichi*, with the object of laying the situation clearly before the commercial community, has drawn up a series of statistics showing the relative position of Japan in the carrying trade. Of course, it must be remembered that the war disorganised and dislocated the trade of the large shipping companies in Japan, but, nevertheless, it is quite evident that the Japanese are slowly forging ahead. It is unnecessary to deal with the figures relating to Japan's overseas trade; the important point is Japan's trade with China. The con-

tacted with that of other Powers. In 1904 no less than 54 per cent of the vessels entering Chinese ports were flying British colours; Japan's proportion was 6 per cent. But that was due to the war, for whereas in 1903 the British vessels accounted for 49 per cent, Japanese vessels entered Chinese ports to the extent of 14 per cent. The percentage of German vessels in 1904 was 18, the same as in 1903. The tonnage of the British vessels in 1904 amounted to 32,934,000; Japanese, 3,872,000; in 1903 the tonnage of the British vessels was 28,123,000; and the Japanese, 7,065,000. The *Nichi-Nichi* remarks that if the statistics are a reliable guide, Japan's maritime trade with China is still in an undeveloped state, and remarks, "Here, as elsewhere, lies a promising field for the enterprise of Japanese shipowners; certainly this is not the time to remain pessimistic." And in order to compete on favourable terms with foreigners, Japanese shipowners are advised to reduce their freight charges. The *Nichi-Nichi* is responsible for the statement that Japanese vessels are more expensive to work than foreign vessels. They consume more coal for one thing; but it will certainly come as a surprise to the majority of people to learn that to run a Japanese boat costs more than to run, say, a Norwegian boat. It used to be accepted as a proved fact that Japanese vessels were able to charge lower freight rates and lower passenger fares simply because they were run on the most economical plan. Apparently we will have to reconstruct our ideas on that head. The Tokyo journal insists that the Japanese maritime trade is still in its infancy, but emphasises the fact that Japan has a golden opportunity to capture the trade of China. An interesting proposition is made as to the manner in which the freight charges may be kept at a paying rate. The Japanese shipping firms are able to charge lower rates than their foreign rivals without incurring loss. But when the transportation of troops from Manchuria is concluded, there will be a plethora of merchant ships released by the Government, and these will be ready to accept freight at rates which will barely cover expenses. The *Nichi-Nichi* suggests that, in order to prevent the swamping of the shipping business, the Government should stop selling those vessels which were captured during the war. It is a rather ingenious idea; the only fault to be found with it lies in the question—What is to become of those vessels which are retained by the Government? From all this, however, it will be seen that Japan is bent on a maritime campaign which will have far-reaching effects and if Hongkong shipping firms are to maintain their position, the utmost vigilance in combating the resolute and formidable rivals in Japan must be exercised.

LOCAL AND GENERAL.

EUROPE'S output of sugar in 1905 is estimated at 6,625,000 tons compared with 4,690,000 tons in 1904.

A TSINGTAU wire of 20th inst. reports that the German Naval Office at Berlin gave orders to release the interned Russian men-of-war that day.

IT is stated that the Chinese Government has decided to abandon the idea of redeeming the Chinese Eastern Railway, as some foreign powers show a tendency to intervene.

LEAVE of absence on private affairs to the neighbouring countries, has been granted to Major W. A. F. Williamson, Army Service Corps, from 31st inst. to 1st December.

RETURN of visitors to the City Hall Library and Museum for the week ending the 22nd inst.—Library—Non-Chinese, 272; Chinese, 104; Total, 376. Museum—Non-Chinese, 56; Chinese, 2,603; Total, 2,659.

THE N. Y. K. S. *Fusiki Maru*, which left Shanghai for Japan on the 11th inst., put back to that port on the 13th, having had her circulating pump disabled. She is now undergoing repair at the New Dock Wharf, and will be detained about a fortnight.

THE suffering inhabitants of the province of Cebu have been the objects of attention at the hands of the members of the Hongkong Juntas and the Filipino women of Hongkong. Of the amount subscribed P272 was donated by the women who signed the circular request for aid.

ONE of the largest shipments of government stores ever sent to Manila left Seattle on the American Steamship company's steamer *Hyades*, September 26. The *Hyades* brings 6,000 tons and there is still another 1,000-ton which will follow on one of the next vessels of the company. In addition to the 6,000 tons of hay and oats the *Hyades* will carry 200 telegraph poles. The *Hyades* is due to arrive in Manila on or about November 7.

THE C.P.R. steamer *Athenian*, which arrived at Kobe on 13th inst. from Vancouver, brought twenty-five American cattle, cows and bulls to be used for breeding purposes in Japan. The animal were landed at the Karuizawa animal quarantine station. Nineteen of the cattle are brought over to the order of the Department of Agriculture and Commerce, and one thousand to be sent to the Saitama, Ibaraki, and Tochigi provinces. The remainder are destined for Sasebo, Nagoya and Akita provinces.

THE number of steamers seized by the Japanese during the war was 61, and 54 were declared lawful prizes of war.

THE gentry of Shensi are considering the advisability of inaugurating a railway system, and propose to begin with a line from Halan to Tungkuang.

SOME anxiety is being felt by Japanese shipowners in regard to possible competition in the future from the steamers which have been under charter during the war.

A WASHINGTON telegram states that the British Army Council is discussing a proposal to increase the Army to two hundred and fifty thousand. The number is expected to include volunteer and militia.

A SPECIAL notice to mariners warns vessels proceeding to Vladivostok that they must lie off Cape Gainoff and wait there for a pilot boat to conduct them into the harbour. It is strictly forbidden by the Russian authorities to enter Ussuri Bay.

THE *Chugai Shogun* positively denies that the Armstrong Company has entered into any arrangement to start works in Japan. Negotiations of that nature are said to be in progress with some other company, but nothing definite has been allowed to transpire.

THE H.A.L. steamer *Melville*, which arrived at Shanghai from Hankow on the 19th inst., reported: At 5 a.m. on the 15th instant found the tug *Samson* on the beach at Cock's Head. The steamer *Melville* and *Melvin* tried for seven hours to get her off, but without success.

THE Tientsin Magistrate has issued a long proclamation prohibiting the importation of copper coins from other provinces. Chou Fu has also memorialised against the importation of any from abroad, and against any passengers being allowed to carry more than 200.

A CHINESE Club has been successfully inaugurated at Shanghai with the following officers:—President, Mr. H. W. de Saumarez Hon, Sec and Treasurer, Mr. W. B. Lockhart; Committee: Messrs. J. M. Menzies, J. E. Lemiere, L. D'Udiney, K. Schirmer, M. de Jesus, A. E. Moses, and P. S. Sethna.

THE sending back of the Japanese Armies from Manchuria has already commenced. The troops will be embarked at Daloy, Anning, and Gensan and will be landed at Nimosima, Moji, and Hiogo. The whole transport will be carried through in six months and will be consequently finished in April. General Hanaguchi has been appointed commander of the Japanese railway guards remaining in Manchuria.

TIENTSIN papers, to the 13th inst., state.—The fifth daughter of Prince Ching was married on the 10th inst.—A big fire broke out in the Austrian Concession on the 11th inst.; a cigarette factory, a flour mill, and a soap factory were burned out.—Arrangements have been made to take cinematograph pictures of the forthcoming manoeuvres for the benefit of the Empress Dowager.—A Chinese Consul to Calcutta will shortly be appointed.

AN action has been brought at Kobe by a junk owner against the Pacific Mail Steamship Co. to recover yen 997.50, compensation for the loss of a junk and cargo, run down by the P. M. steamer *Siberia* on January 10th last, off Wada Point. The defendants denied that the junk was showing lights at the time, and said she was lying right in the course taken by steamers, and the *Siberia* was in no way responsible for the collision. Judgment was reserved.

CHAN Ah King, the contractor, made his fifteenth appearance before the Magistrate this morning, when he stood up before Mr. Hazelton in response to an adjourned summons charging him with carrying on building operations, without having previously submitted plans therefor for the approval of the Public Works Department. When the case was called on Mr. W. T. Edwards, of the P.W.D., had now submitted the necessary plans which were under consideration.—His Worship—It is very refreshing to hear that of Mr. Chan. The case stands adjourned sine die.

IN the Sunway Court this morning, before His Honour Mr. Justice A. G. Wise, Li Kai sued the Shing Lee firm for \$1,000 being money due on a promissory note. Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and defendant was neither present nor represented. The debt was proved and judgment was given for plaintiff with costs.—Mr. Beavis then claimed on behalf of the Chan Yuen firm in a suit against the defendant for the recovery of \$121.04, money due for goods sold and delivered. Plaintiff proved the debt and judgment was given for him with costs.—Mr. Otto Kong Sing next sought judgment on behalf of the Sun, Ho Leung Company, against the same defendant, for the recovery of \$351.13 due for goods sold and delivered. This claim was proved by plaintiff and judgment given in his favour with costs.

ITEMS from the *Nanshangpao* show that a telegram has been despatched to Japan recalling the Chinese students who have graduated in the police schools there for employment under the new Board of Constabulary.—A scheme has been submitted to the Chinese Government for the federation of the Mongolian States as a measure against foreign aggression, but no decision has yet been arrived at.—Manchuria having been formed into a province, Chong-Tsch'uan is to be appointed Governor of Kien and Shih Nien-ho, (or Governor of Kwang), Governor of Heliung-chang. A new naval command will be the Liang-hu squadron, to which Admiral Shih Chen-ping is to be transferred; Admiral Li Tsui-wu will have the same rank and appointment to command the Liang-hu squadron.—The new Commissions to the C.P.R. will be appointed in due course.

THE C.P.R. steamer *Athenian*, which arrived at Kobe on 13th inst. from Vancouver, brought twenty-five American cattle, cows and bulls to be used for breeding purposes in Japan. The animal were landed at the Karuizawa animal quarantine station. Nineteen of the cattle are brought over to the order of the Department of Agriculture and Commerce, and one thousand to be sent to the Saitama, Ibaraki, and Tochigi provinces.

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TELEGRAMS.

[Reuter's.]

Trafalgar Day in London.

London, 22nd October.

An immense concourse attended a semi-religious semi-military celebration at Trafalgar Square on Nelson's centenary.

Bishop Wellton officiated, and Kipling's *Recessional* was recited.

The crowd sang the national anthem most impressively.

[The Rt. Rev. J. E. C. Wellton has been Canon of Westminster Abbey since 1901. From 1898 to 1892 he was bishop of Calcutta and Metropolitan of India, and for eight years was headmaster of Harrow School.]

Fatal Accident to a British Naval Officer.

While Commander Phillips, of H.M.S. *Victorious*, was directing salvage operations to the assistance, a piece of machinery fell upon and killed him on the spot.

The Command of the China Squadron.

Later.

Vice-Admiral Sir Arthur Moore has been appointed Commander-in-Chief of the China Squadron; and Admiral Sir A. Curzon Howe succeeds him as second-in-command of the Channel fleet.

[Vice-Admiral Sir Arthur William Moore, K.C.B., was born on the 30th July, 1847, and entered the Navy at the age of 13. After serving through the Egyptian war of 1882 he was promoted two years later, to the rank of captain. He was one of the representatives of England at the anti-slavery congress held at Brussels in 1870, and in the following year served on the Australian Defence Committee. He was a Lord Commissioner of the Admiralty from 1893 to 1901, and for the past three years has been the Commander-in-Chief of the Cape of Good Hope and West Coast of Africa station. Rear Admiral the Hon. A. G. Curzon Howe was until lately second-in-command of the China Squadron and flew his flag on the battleship *Aberdeen* until June last, when he was relieved by Rear-Admiral William Des Voeux-Hamilton. Before coming out to China Rear-Admiral Curzon Howe was second in command of the Channel Squadron and flew his flag on the *Magnificent*.]

The Captured British Officers.

The *Pathfinder* (H.M.S.) has returned to Tangier with the released British marine officers.

President Loubet Visits Spain.

President Loubet has gone to Madrid.

The Russian Strikes.

TO STARVE ST. PETERSBURG AND MOSCOW.

The railway strikes are spreading throughout Russia, and Moscow is practically cut off.

It is stated that the strikers are the result of political manoeuvres, aimed, at the eventual starving of St. Petersburg and Moscow.

French Policy.

AN ARMED NEUTRALITY.

The *Temps*, in its noteworthy article, says that, in the event of a war between Great Britain and Germany, the policy of France would be one of an armed neutrality, so formidable as to prevent any one thinking of implicating her in a quarrel in which she was not concerned.

[*Straits Times*.]

Sweden and Norway.

The Swedish Riksdag has approved the convention for the dissolution of the Union.

The Chief of the Police at Krásnoyarsk was killed by six shots on returning from the theatre.

Troubles in Russia.

The sub-chief of the Police at Kishineff has been assassinated. He was largely responsible for the massacres there in 1903, and for the recent anti-Jewish disturbances there.

Strikers at Moskow erected barricades yesterday.

The Cossacks charged and broke them down. Several persons were injured.

Prince Troubetzki, the leader of the moderate Russian Reformers, died suddenly at the close of a spirited speech, regarding troubles at the Moscow university, before a special government commission sitting at St. Petersburg.

Royal Visit to India.

BALLOON FOR THE PRINCE.

Mr. Spencer, the well-known aeronaut, has started for India, whether he is taking a large balloon for the use of the Prince of Wales who desires to take birdseye (photographic) views of some Indian cities.

CANTON CURRENCY.

During the past few years, mints have been established in nearly every province, which, naturally wanting to protect its own interest, now and again has memorialised the Throne for permission to prohibit the importation of the currencies from other provinces. Of these mints, the one at Canton appears to be the oldest and, consequently, the coined. It has produced a current throughout all the provinces. Viceroy Te'a fearing that the prohibition, if sanctioned, would be greatly detrimental to the interest of Kwangtung, has, a few days ago, presented a special memorial requesting that the coins minted at Canton be, as hitherto accepted as legal tender throughout all the provinces, and that none of the latter should obstruct their circulation. It is stated that the memorial has already been referred to the Board of Revenue for consideration and report. — *C. Daily Journal*.

The same paper states that a censor has demanded that the Throne, making up the Board of Revenue, be commanded to draw up a memorandum relating to the coinage and circulation of the coins of the various provinces. The censor, in his report, also demands that the Board of Revenue, in its turn, make a memorandum relating to the coinage and circulation of the coins of the various provinces. The censor, in his report, also demands that the Board of Revenue, in its turn, make a memorandum relating to the coinage and circulation of the coins of the various provinces.

HONGKONG'S LOSS.

"CLAREWICH" WILL NOT BE DOCKED HERE.

During the past week rumours have been current in Hongkong to the effect that the Russian cruiser *Clarewitch*, which is at present lying at Tsingtau, was to be sent to the Hongkong and Whampoa Docks for repair. That there was considerable foundation for the report is evident from the information which a representative of the *Hongkong Telegraph* received to-day from a gentleman, the head of a local firm, who has just arrived from Tsingtau.

It appears that the Russian naval authorities decided, in view of the amount of work remaining to be done in connection with the Russian vessels at Shanghai, to send the *Clarewitch* to Hongkong, but in the first place it was necessary to learn whether the docks here could accommodate a warship of the displacement of the *Clarewitch*, which is given at 13,100 tons. The Russians themselves appear to have been somewhat in the dark as to the depth of water which the cruiser draws. At all events, they telegraphed to the Hongkong and Whampoa Dock Company, asking whether the *Clarewitch* could be repaired here. It is not stated what the answer was, but apparently there was a suggestion that the stores and guns aboard the vessel should be landed at Tsingtau, so that the warship might arrive in Hongkong as light as possible. The *Clarewitch*, it may be explained, draws 20 feet when her coal bunkers are full.

The Russian authorities were distinctly averse to the proposal that the guns should be landed. Their idea was that the *Clarewitch* should call in at Hongkong, and be patched up just sufficiently to enable her to proceed to the Baltic. There was no intention that she should be thoroughly overhauled; that could be done in Russia. The idea was mooted that the *Clarewitch* should dock at Vladivostok, but that suggestion was also tabooed. An examination of the warship was made and a report submitted; showing that the cruiser was in fairly good condition. The belief was expressed that she could make the voyage to the Baltic without repairs; and accordingly it has now been decided to take the cruiser back to Europe without docking in the East. In all probability the *Clarewitch* will pass through Hongkong on her way home. The resolution declining the assistance of the Hongkong and Whampoa Dock Company means, of course, a considerable loss to Hongkong, but in the circumstances it appears to have been inevitable.

With regard to the smaller craft, torpedo-destroyers, gunboats and 2nd class' cruisers, these are all to proceed to Vladivostok without delay. The warships which are at Shanghai being overhauled will go to Vladivostok before the harbour is frozen, and it is stated, the vessels which were interned in the Philippines are also under orders to clear for Vladivostok.

The navy ferry boat *Rapido* after making her regular trip to Manilla on the 18th inst. made a trip to the Russian flagship *Aurora* for the purpose of delivering in that vessel 700 pounds of powder for saluting purposes. The destination of the cruiser has as yet not been officially made known. The vessels are held ready to sail at a moment's notice although it is not expected that they will leave Manilla before the end of the present month.

FOREIGNERS IN NON-TREATY PORTS.

AN OFFICIAL PROHIBITION.

A native newspaper called the *Yihwaphao* learns that in response to the request of the

Treaty of Tientsin, H.E. Viceroy Yuan Shih-kai has sent instructions to the various officials under his jurisdiction in Chihli province to the effect that foreigners establishing hongs in non-treaty ports and cities are acting against treaty rights. The recipients of the Viceroy's instructions are therefore ordered to see to it that such hongs are closed without unnecessary delay. Furthermore, that it has been observed that with the construction of railways in the interior, a number of foreigners have of late been establishing hongs, etc., along certain portions of the routes of these railways, which must also be strictly looked into by the local authorities of the districts concerned. One month is given for the performance of this duty.

CANTON-HANKOW RAILWAY.

THE REQUISITE FUNDS.

About 1400 li of the Canton-Hankow line runs through Hunan; the cost of that section is estimated at 20 million dollars, of which 14 millions have been raised by Viceroy Chang Chih-tung by means of foreign loans, and the balance in scrip. The remaining 6 millions will be made good by Hunan province in the following manner. The subscription will be opened for five years. The revenue from the rice mill station at Nogochow is estimated at half-a-million a year, which means \$1 million in five years, deducing half-a-million for the cost of maintenance of the station, leaves two millions for the railway enterprise. The wealthy merchants of Hunan have promised one million. The amount now short is only three millions which, says the *China Gazette*, can be easily made up by a slight increase on land taxes in Szechuan. There is no cause for anxiety in regard to the requisite funds for this purpose.

The Throne is going to appoint Viceroy Chang Chih-tung, Director-General of the Canton-Hankow Railway Administration, with Si Liang Tseng-tung, the present Minister at Washington, and Tong Shao-yi, the Tibetan Trade Commissioner, as assistant directors of the *Yihwaphao*. Chang Chih-tung was asked by his friends whether the appointment would be acceptable. The latter declined, as he had no desire to be associated with the *Yihwaphao* in the new system.

The same paper states that a censor has demanded that the Throne, making up the Board of Revenue, be commanded to draw up a memorandum relating to the coinage and circulation of the coins of the various provinces. The censor, in his report, also demands that the Board of Revenue, in its turn, make a memorandum relating to the coinage and circulation of the coins of the various provinces.

MANILA'S FUTURE.

THE COLLECTOR OF CUSTOMS' VIEWS.

The Collector of Customs at Manila is worth because a writer in a Singapore paper has been adversely criticizing the port. The writer of the article in question spoke of the storms which sweep over Manila harbour, rendering it unsafe for shipping. But the main point to which the Collector of Customs takes objection is the statement that Manila—being entirely outside the channels of commerce—can never become a great port such as Hongkong or Singapore. According to Collector Shuster that is ridiculous. The improvements which are being made, or are going to be made, at Manila port will bring it into line with the first-class ports of the world. No one need fear the possibility of earthquakes devastating the country—the records show that there have been less than fifty violent or destructive earthquakes experienced in and about Manila during the past three hundred years. But seventeen "violent or destructive earthquakes" every century gives an average of one nearly every five years, which is not exactly reassuring. As to Manila becoming a first-class port, the Collector admits that the great steamship lines do not at present call at Manila, but he says that Manila, as the principal port of the Philippines, "will create new commerce" and then the Norddeutscher Lloyd, the P. & O. and, presumably, the Messageries Maritimes boats will find it to their advantage to call at Manila. Even now the "steamers of two of the leading lines, the China Navigation Company and the Eastern and Australian Company, call at Manila." The Singapore writer suggested that the exports of the Philippines were small, and would continue to be small, unless Chinese coolies were brought in. The Collector traverses that assertion and quotes some figures. He adds—"It is apparent that the trade of the islands has not languished, even during several years of war and internal disorder, despite the lack of Chinese coolies which the Singapore correspondent believes to be essential to the productivity of the Philippines." Waxing enthusiastic, the Collector has a rosy vision of the time when Manila will be what is called the "entrepot" of the Orient. He says: "As a distributing centre for the Philippines, alone, Manila will attain a leading place in the ranks of the commercial ports of the Orient; and as a commercial entrepot for wares destined for transhipment to other points in the East its importance will be further increased." Of course, this is all very satisfactory from a Manila point of view, and he would be a poor Collector of Customs who could not magnify his office, but it is scarcely convincing. There is rather too much of the future tense about it. In one remark the Collector makes a slip. The Singapore writer criticised the requirement that only vessels flying the American flag can engage in the coasting traffic, and asserted that the monopoly, of such trade would always be a hindrance to commerce. In reply, Collector Shuster boldly declares that—"The retention of coasting privileges for domestic ships is the rule nearly all over the world, and no country is more jealous of this principle than Great Britain, but her commerce does not seem to have been retarded as a result." Unfortunately for the Collector, Great Britain is the great and glaring exception to the rule. The coasting trade of Britain is not confined to vessels flying the British flag. Any old tramp, flying any square of bunting, can ply from one port to another in Britain. That is one of the great grievances of shipowners and shipmasters. The Merchant Shipping Guild of Liverpool has had the matter under consideration time and again, but as long as free trade finds favour with the majority there is not likely to be any change.

KAYE v. BOYD.

THE CASE SETTLED.

A few days since we gave a summary of the proceedings, instituted by C. B. Kaye against W. H. Boyd, and heard at Shanghai. We now find that on the case again coming before the Court, the Chief Justice, Mr. H. W. de Saumarez, asked if it was not possible for the parties to come to some arrangement. If this was done he would like it to come before Mr. Leake, the Receiver, was called to give evidence.

An adjournment of fifteen minutes was asked for by Mr. McNeill.

His Lordship, in assembling, said it was on his mind that so far as the evidence had gone it seemed to him very likely that there was some kind of misunderstanding between the parties as to the dissolution of partnership agreed upon. That was his impression up to the present on the evidence.

After about twenty minutes' interval Mr. Phillips said he was very glad of his Lordship's intervention, as also was his learned friend, Mr. McNeill. He was glad to say that a settlement had been arrived at and if his Lordship pleased he would announce the terms. Mr. McNeill agreed. The terms agreed to were as follows:

The defendant, Mr. Boyd, abandons his claim against the Association of \$62,000. The assets which are referred to as cash in the hands of the receivers and cash in bank to be equally divided among the parties. All goods in the hands of the Receiver to be equally divided between the parties and the realisation of bad and doubtful debts of the Association, if any, to be also divided. The plaintiff, Mr. Kaye, abandons an amount of £200 part of the purchase money of Boyd, Kaye and Co. Of this amount the judgments, already obtained for £450 and an outstanding promissory note for £450 are to be cancelled and returned. Each side to pay his own costs of these proceedings and of the proceedings in respect of the judgment obtained for £450.

Mr. Leake, the Receiver, also agreed to his discharge. This is to be an order of the Court. Judgment for these terms.

Mr. Phillips, the receiver, reserved

THE "ROBERT DOLLAR" LINE OF STEAMERS.

THE COLLECTOR OF CUSTOMS' VIEWS.

The "Dollar" line of steamers for which Messrs. Arnolds, Karberg and Co. are local agents, have recently added to its already substantial fleet the s.s. *Robert Dollar*, which has just reached these waters on her maiden voyage. The vessel represents a type of modern carrier which is certainly destined to figure prominently in the maritime commerce of the East as being singularly adaptable to the stowage, with economy, of lumber and other bulky cargo, which the ordinary build of steamer is unable to handle. Built by Roger and Co., of Glasgow, Scotland, with spacious holds, beams and stanchions being as far as possible dispensed with, a clear stowage for lengths up to 80 feet can be obtained, affording in the aggregate below decks some 360,000 cubic feet, while the tween decks and poop space add an additional 40,000 cubic feet to the carrying capacity. On her deep-load line draught of 23 feet with a freeboard of six feet, she has a deadweight tonnage of 7,070, or 3745 tons per inch. On her present voyage from Puget Sound to Hongkong, she is carrying 2,624,185 feet of lumber in holds and 666,933 feet on deck, making a total of 3,690,478 feet. The *Japan Chronicle* says it is the intention of the owners to provide a cheaper rate of freight to Eastern shippers to points on the Pacific Coast than is possible by the ordinary mail steamers, and thus introduce into the markets of America commodities which have been unable to find transportation at workable rates. With this object in view two new steamers of a similar construction are now on the stocks and will be taken into the service as soon as possible.

COMMERCIAL.

SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 20th October, state:—Business reported.—North China at

Ts. 90 cash, and Ts. 91 for January, 1906.

Shanghai and Hongkong Wharfs at Ts. 188 for October, and Ts. 200 for March, 1906.

Indo-China at Ts. 69 for Dec., Farmham Boys at Ts. 144 for October, Ewox at Ts. 57,

Business done direct.—Shanghai and Hong-

kong Wharfs at Ts. 184 for October, and

Ts. 200/108 for March, 1906. Indo-China at Ts.

68 for Oct., Farham Boys' at Ts. 144 for Oct., and Ts. 146 for December. Wei-hai-

wei Golds at 58, Langkats at Ts. 20 for October, and Ts. 245/246 for Dec. Telephone at Ts. 57.

BUSINESS DONE DIRECT.—Shanghai and Hong-

kong Wharfs at Ts. 184 for October, and

Ts. 200/108 for March, 1906. Indo-China at Ts.

68 for Oct., Farham Boys' at Ts. 144 for Oct., and

Ts. 146 for December. Wei-hai-wei Golds at 58, Langkats at Ts. 20 for October, and Ts. 245/246 for Dec. Telephone at Ts. 57.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/1 9/16

Do demand 1/1 15/16

France—Bank T.T. 4/7

America—Bank T.T. 4/7

Germany—Bank T.T. 2/0

India T.T. 1/0

Do demand 1/0

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MENELAUS"	7th November
GLASGOW and LIVERPOOL	"PINGSUEY"	7th "
GLASGOW and LIVERPOOL	"HECTOR"	7th "
GLASGOW and LIVERPOOL	"GLAUCUS"	14th "
GLASGOW and LIVERPOOL	"HYSON"	21st "
GLASGOW and LIVERPOOL	"PRIAM"	26th "
GLASGOW and LIVERPOOL	"OANFA"	29th "
GLASGOW and LIVERPOOL	"ATAX"	5th December
GLASGOW and LIVERPOOL	"HUICHOW"	5th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	12th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	25th October
LONDON, AMSTERDAM & ANTWERP	"MACHAO"	7th November
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "
LONDON, AMSTERDAM & ANTWERP	"CALCHAS"	24th "
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	5th December
GENOA, MARSEILLES & L'POOL	"HECTOR"	19th "
GENOA, MARSEILLES & L'POOL	"GLAUCUS"	20th "

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "PINGSUEY"		9th November

ALL PACIFIC COAST PORTS, v/d

NAGASAKI, KOBE and YOKOHAMA

"OANFA"

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and "KEEMUN"	"MACHAO"	28th October

PACIFIC COAST

For Freight, apply to:

BUTTERFIELD & SWIRE,
AGENTS,

Hongkong, 24th October, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS.

TO SAIL

SHANGHAI.....	"SHAOHSING" +	26th October.
SWATOW, CHEFOO and TIENTSIN.....	"CHIHLI" +	31st "
ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN" * +	2nd November.
YOKOHAMA and KOBE.....	"TSINAN"	5th "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to:

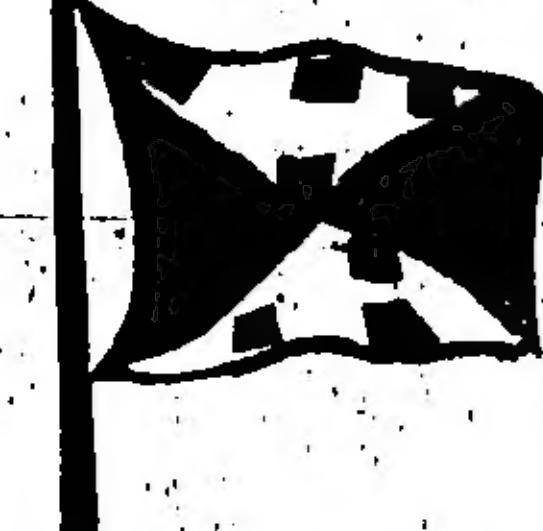
BUTTERFIELD & SWIRE,

AGENTS.

[6]

Hongkong, 24th October, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	A. H. Notley...	MANILA VIA AMOY	FRIDAY, 27th October, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	MANILA	SATURDAY, 4th Nov. at Noon.

For Freight or Passage, apply to:

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd October, 1905.

[5]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship
"INDRANI".....

About

FRIDAY, 15th December.

For Freight and further information, apply to:

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd October, 1905.

[5]

BOD CHEONG,

NOT RESPONSIBLE FOR DEBTS.

STATIONER AND PAPER MERCHANT,
No. 20, Levinger Street,
HAS always on hand all varieties of
Stationery, Printing and Note Paper,
Concertina, Presses, also Automatic Circular
and Kilian's Typewriter.

Hongkong, 23rd October, 1905.

[4]

Shipping Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHOW".

Captain T. Austin, R.M.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.

FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5 and Cabin, \$3; 2nd Class, to cabin, to cents.

Every Sunday will be an Excursion, at the
following rates—1st and 2nd Class, Single
Ticket, \$1; Return, \$3; 3rd Class, Single, 30
cents, Return, to cents, Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on produc-
tion of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street,
Hongkong, 9th October, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,509... T. R. MEAD.

"KWONG TUNG" ... 1,516... H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Sunday excepted).

These Fine Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey ... \$4.

Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office:

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[17]

Shipping Steamers.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING".

1,500 tons Registered.

Captain E. J. Price, will leave Hongkong for

Canton on MONDAY, WEDNESDAY and

FRIDAY EVENING, at 8 A.M.,

returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 3 P.M.

On SUNDAYS she will make an EXCUR-

SION TRIP to MACAO, leaving Hongkong

at 8.30 A.M. and returning from Macao about

7.30 P.M.

The "YING KING" is especially fitted for

these runs, is the newest, fastest and most luxuriously furnished steamer on the line and

is lighted throughout by Electricity, also hot

and cold water is supplied.

Fares:

First Class single Journey to Canton ... \$3.00.

Second " " " " " 1.50

First class single Journey to Macao 1.00

" return " " " " " 1.00

Second " " " " " 50 Cents.

Third " " " " " 30 "

Fourth " " " " " 10 "

Breakfast, Tiffin or Dinner \$1 each only.

The Wines and Spirits of the best brands are used.

The Wharf in Hongkong is at the West end of

Wing Lok Street.

Entitiation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON,
LAMB, PORK,
DAIRY FARM-FED PORK.

Bacon, Best Wiltshire \$0.70 per lb.

'Caro's' Meat Extract, 2 oz. 0.70 per po.

do, do, 4 oz. 1.25 each

Ducks, Local (dressed) 0.65 each

Ducks, Wild 0.75 "

Fish, Fresh Canadian Salmon 0.60 per lb

Fish, Australian Smoked Mullet 0.60 "

Fish, do, Schnapper 0.65 "

Geese, Local (dressed) 1.50 each

Hares, Australian 1st Grade 1.40 "

Ham, Best York 0.70 per lb

Ham, Australian, "Pineapple Brand" 0.60 "

(a/c extra per lb for Ham if cut).

Kidneys, Australian Sheep 0.65 each

Lemons, Australian 48 cts. & 65 cts. per doz.

Oysters, American (large size, in

tins) 2.50 per tin

Oysters, Australian (in bottles of \$1.25 & \$2.50

2½ and 5 doz.) per bottle

Partridges, Local 0.75 each

Pigeons, Local 0.25 "

Rabbits, Australian 1st Grade 0.65 "

Rice Birds 0.55 per doz.

Sausages, Australian Fritz 0.63 per lb

Sausages, Own Made (of Australian Meats) 0.25 "

Snipe, Local 0.25 each

Tongues, Australian Sheep 0.20 "

Turkeys, Choice Australian (plucked) 0.60 per lb

SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3:30 P.M. the previous day.

Orders for NOON should be sent in by 8:00 A.M. the same day.

Orders for 3:30 P.M. should be sent in by NOON the same day.

Hongkong, 19th October, 1905. [988]



MAIL

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERIANT GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

P. H. Steamship

"COROMANDEL."

Captain G. M. Monford, R.N.R., carrying His Majesty's Mails will be despatched from this for BOMBAY on SATURDAY, the 4th November,

at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mengala," 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London); other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," in London on the 16th December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and value of all Packages are required.

For further Particulars, apply to

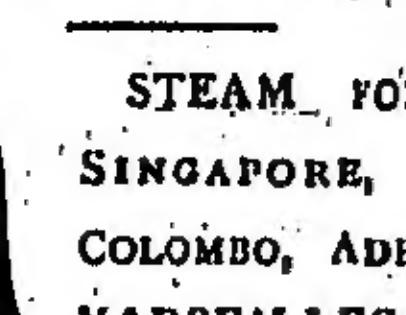
E. A. HEWETT,

Superintendent.

Hongkong, 23rd October, 1905. [2]

Mails.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX, MEDI-

TERNEAN AND BLACK SEA PORTS.

The S.S. "OCEANIEN."

Captain Courte, will be despatched for MARSEILLES on TUESDAY, the 31st October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. "SALAZIE" 14th November.

S.S. "TOURANE" 28th November.

S.S. "TONKIN" 13th December.

G. DE CHAMPEAUX,

Agent.

Hongkong, 19th October, 1905. [7]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting-at-Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Shawmut ... 9,606 E. V. Roberts 25th Oct.

Hyades* ... 3,753 Geo. Wright 20th Nov.

Tremont 9,606 T. W. Garlick 24th Nov.

Lyra* ... 4,417 G. W. Williams 9th Dec.

Plutades* ... 3,753 F. G. Purington 29th Dec.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 16th October, 1905. [8]

To Let.

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 5th September, 1905. [900]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing Polb Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 19th August, 1905. [693]

TO LET.

H. RUTTONJEE,

No. 5, D'Aguilar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TUBORG BEER.

A FIRST Class PILSENER BEER

Guaranteed free from Salicylic Acid,

and any other Chemicals.

Price 50c per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSSEN & CO.

Hongkong, 10th January, 1905. [57]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE

GENERAL HOUSEHOLD

REQUISITES.

AC. &c., &c.

DEPOT

FOR

BASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORKS, PRACTICAL AND DANGEROUS ATTENTION.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTER. Corrected to noon. Alterations given under "Commercial Intelligence."

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AMOUNT OF PRESENT DIVIDEND.
HANKS.							
Hongkong & Shanghai Banking Corporation	1,000,000	\$125	\$125	\$1,000,000	\$1,027,725	1/- 15/- @ exchange 1/10=16.00/07	16.00 buyers
National Bank of China, Limited	99,925	\$7	\$3	\$200,000	\$41,768	\$2 (London 3/0) for 1905	London 2/10. 5/4 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$10	\$1,000,000	\$211,540	\$2 for 1904	5/4 sellers
China Traders' Insurance Company, Limited	4,000	\$83.33	\$25	\$1,000,000	N.H.	\$4 for year ended 31st Dec. 1904	18.00 buyers
North China Insurance Company, Limited	10,000	\$15	\$15	Tls. 800,000	Tls. 317,119	Interim of 2/6 1904	7.5% 7/6 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,000,000	\$1,330,112	\$4 for 1904	5/4 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$466,284	\$12 and \$3 special dividend for 1905	5/4 sellers
Fire INSURANCE.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1905	8.0% 18.0% 5/4 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$300,372	\$3 for 1903	5/4 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000	\$8,832	1/- for 1904	5/4 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$1,000,000	Tls. 47,621	\$3 for year ended 30th Dec. 1905	5/4 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.							